



DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
WASHINGTON, DC 20380-0001

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7 Apr 1989

MARINE CORPS ORDER 2050.1

From: Commandant of the Marine Corps
To: Distribution List

Subj: Marine Corps Use of the Secure En Route Communications
Package (SECOMP) in Air Force Aircraft

Encl: (1) Marine Corps and Air Force Joint Procedures
Agreement for the use of the Secure En Route
Communications Package (SECOMP) in Air Force
Aircraft

1. Purpose. To publish policy and procedures for the use of SECOMP by Marine Corps commanders onboard U.S. Air Force aircraft for training, exercise, and actual operations.
2. Background. The SECOMP is a secure UHF satellite communications system that can support the Marine Corps commander and principal staff while en route to the operations area. The radio used in SECOMP operations is the AN/PSC-3 UHF satellite radio brought aboard the aircraft by the Marine communicator and connected to the aircraft antenna system.
3. Policy. Scheduling, installation/removal, and in-flight operation of the SECOMP will be governed by the procedures set forth in the enclosure.
4. Action. Commanding officers will ensure that the policies and procedures of this Order are followed.
5. Reserve Applicability. This Order is applicable to the Marine Corps Reserve.

A handwritten signature in cursive script, reading "R. L. Phillips", is positioned above the typed name and title.

R. L. PHILLIPS
Director, Command, Control,
Communications, and Computer
(C4) Division

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MARINE CORPS AND AIR FORCE JOINT PROCEDURES AGREEMENT
FOR THE USE OF THE SECURE EN ROUTE COMMUNICATIONS PACKAGE
(SECOMP) IN AIR FORCE AIRCRAFT

1. REFERENCES:

a. AFR 76-38/MCO 4630.6_, DOD Common User Airlift Transportation, 20 Aug 82.

b. MAC OpOrd 17-76, Joint Airborne, Air Transportability Training, 15 SEP 87

c. NTP-2_, Section II, Naval Telecommunication Procedures, Navy Satellite Operations.

2. PURPOSE: To establish policy and procedures for the use of SECOMP by USMC commanders onboard US Air Force aircraft for training, exercise and actual operations.

3. SCOPE: This document provides Marine Corps/Air Force policy for scheduling, installation/removal, and in-flight operation of the SECOMP.

4. CONCEPT:

a. General. The SECOMP is a secure communications system that can support the Marine Corps commander and principal staff while en route to the operation area. The radio used in SECOMP operations is the AN/PSC-3A UHF satellite radio. The radio will be battery operated and connected via coaxial cable into the aircraft satellite antenna system for satellite operations or into an unused aircraft UHF antenna for line-of-sight operations. The Marine communicator, under the aircrew's supervision, will connect/disconnect the radio from the aircraft antenna cable system. The AN/PSC-3A will accompany the Marine communicator when he exits the aircraft.

b. Scheduling. The method for requesting and scheduling SECOMPS in Air Force aircraft for training, exercise and actual operations will be in accordance with the following procedures:

(1) The Marine Corps will request MAC aircraft by forwarding a Special Assignment Airlift Mission (SAAM) request (DD Form 1249) or an airlift request for SAAM message, in accordance with reference (a), via the operational chain of command to HQ MAC. Joint operation airlift requirements will be submitted to the exercise/operation sponsor utilizing DD Form 1249 or a message format, info HQ MAC, in accordance with reference (a).

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(2) The Marine Corps will request SECOMP and indicate the number of aircraft to be equipped in the remarks section of DD Form 1249 or in the airlift request/remarks section of the airlift request for SAAM message.

(3) If requested on a JA/ATT mission, HQ MAC will annotate inflight SECOMP requirements in the remarks column of the monthly Appendix 1, Annex C, of OpOrd 17-76 (Reference b).

(4) The Marine Corps Forces (MARFOR) and Air Force Forces commanders or their designated representatives will directly coordinate and identify aircraft to be equipped with SECOMP at the Air Force mission commander's brief. Marine Corps/Air Force representatives responsible for providing the SECOMP will attend the Air Force mission commander's briefing for guidance on selected aircraft installation.

(5) When notified that a contingency deployment operation is imminent, the Marine Corps commander will notify the Air Force mission commander as early as practical of in-flight SECOMP requirements.

(6) The Marine Corps will request or coordinate the satellite channel that will be used with SECOMP for en route C2 in accordance with reference (c), the JTF OPLAN, or the MARFOR unit SOP. The MARFOR commander is responsible for identifying and dialing the appropriate satellite transmit and receive frequencies on the Marine Corps radio equipment. The MARFOR commander is responsible for providing the appropriate COMSEC equipment and keying material for use on the SECOMP.

(7) When MAC aircraft with permanently installed UHF satellite antennas are not available for assignment to the MARFOR commander, the MARFOR commander may submit a MOP 167 request to JCS via the appropriate CINC requesting the use of JCS controlled UHF SATCOM hatch mounted antennas on MAC aircraft to support the mission assignment requiring enroute C2 satellite communications.

c. Installation and Removal of the SECOMP

(1) Marine Corps personnel will ensure the AN/PSC-3A is in proper working order and bench tested prior to its installation on board the aircraft.

(2) The Air Force will allow sufficient time for installation of the SECOMP. As a minimum, the Marine Corps will have the radio equipment available in sufficient time to install and operationally check 2 hours prior to scheduled takeoff time or at a time agreed upon by the Joint Force Commander.

(3) The Air Force mission commander will designate and prepare an alternate aircraft to receive the SECOMP equipment in the event a scheduled aircraft is aborted.

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d. Procedures for Ground and In-Flight Operations

(1) Ground Operations. SECOMP operators will not transmit during engine start, taxi, takeoff, or landing without the aircraft commander's approval.

(2) General. For the purpose of this agreement, inflight operations using SECOMP is the period of time from takeoff to arrival at the objective area. Use of Marine Corps SECOMP will cease at the direction of the aircraft commander when continued use will jeopardize the mission.

(3) Mission Changes. The supported unified/JTF commander will approve all mission changes which occur after the Joint Airborne Task Force has departed the embarkation point. Commanders will transmit any mission changes to the airborne MARFOR via the SECOMP. If the airborne Marine Corps and Air Force mission commanders receive conflicting information that affects in-flight operations, Air Force personnel will only respond to and acknowledge receipt of mission changes via Air Force or air component commander command and control networks.

(4) Operations and Communications Security

(a) SECOMP operators will observe radio silence at predesignated times coordinated with the aircrew commander, at geographic locations determined by the JTF commander, and at any other time when the aircraft commander directs.

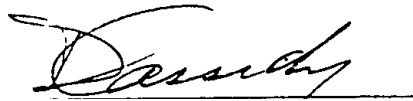
(b) The aircraft commander and the Marine Corps commander assigned to the aircraft will coordinate use of SECOMP.

(c) Once the SECOMP operator initiates radio silence, he will advise the aircraft commander prior to breaking silence.

(d) Safety of Flight: Aircraft commanders have final authority in use of the SECOMP.



J. J. WENT
Assistant Commandant
of the Marine Corps



DUANE H. CASSIDY
General, USAF
Commander in Chief
Military Airlift Command

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